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First Chairman of Board
Says Rival Interests
Forced Changes.

PROMISES THE PROOF

Declares U. S. Vessels Now
Are at the Mercy of Foreign Countries.

GAVE LIQUOR TO BOLLING

John Cranor Denies Part of
Testimony of Wilson's Brother-in-Law at Hearing.

Charges that interests inimical to an American merchant marine caused the abandonment early in 1917 of the construction of a type of vessel which would have made American shipping independent of the rest of the world were made yesterday before the Walsh committee by William H. Denman, who was the first chairman of the United States Shipping Board, and whose views on ship construction involved him in what was known as the "wooden ship controversy" with Gen. George W. Goethals.

Mr. Denman is connected with a shipping company in San Francisco and appeared before the committee just before his departure for the Pacific coast. He gave a brief outline of the charges, declaring that he could furnish proof and elaboration later. Representatives Joseph Walsh of Massachusetts and Patrick H. Kelley of Michigan, the only two members of the House Committee on Shipping Board operations who have attended the hearings in the last week, left yesterday afternoon for Washington.

There was no disagreement with Gen. Goethals, Mr. Denman said, over the building of wooden ships, which were regarded as being useful chiefly as auxiliaries to the steel ships. The trouble arose, he said, over certain features of construction, especially the placing of a Diesel engine in the ships. This engine, he said, would have made the Shipping Board vessels absolutely independent of foreign bunkering stations. A ship equipped with the Diesel engine, he declared, could travel all the way around the world without taking on additional oil.

Corroborates Bolling Testimony.
He said that the Shipping Board vessels are at the mercy of foreign countries, particularly Great Britain, and that shippers of this country cannot even map out their own trade routes because of the lack of bunkering facilities. Mr. Denman said that his insistence upon the Diesel engine led to a movement to put him and his associates out of the way. This was accomplished, he said, with the result that the shipping of the United States had been rendered impotent.

The testimony of R. Wilmer Bolling, treasurer of the Shipping Board and brother-in-law of President Wilson, was corroborated in part yesterday by John Cranor, assistant to Wallace Downey, president of the Downey Shipbuilding Corporation, and the Providence Engineering Corporation. In one important point, however, he flatly contradicted Bolling.

Bolling testified Tuesday that he aided Cranor to obtain plant machinery for the Downey firm at the request of Tucker K. Sands, former vice-president of the Commercial National Bank of Washington, D. C., and that Sands offered to give Bolling \$1,000 of his fee. When he refused to accept this commission, Bolling testified, Sands insisted on paying \$500 which Bolling said was still due on a house which he had built for Sands.

When Cranor took the stand yesterday morning he denied that he ever had applied to Sands or Bolling for aid in connection with getting shipbuilding machinery. He denied the allegations made by Sands that he got part of the \$40,000 which Wallace Downey paid to Sands. Cranor said the \$40,000 was Sands's commission for arranging a line of credit of \$125,000 for the Providence Engineering Corporation to aid it in obtaining a contract with the Shipping Board for the construction of some tugboats. Cranor said that, though Downey "kicked like the devil" at paying \$40,000, he did not think the amount excessive when the size of the contract was considered. The contract called for \$2,850,000.

Activities as a Lobbyist.
Cranor was closely questioned about his activities as a lobbyist for Downey. He insisted that he worked for Downey on a straight salary basis and that he received no part of the \$40,000 from either Sands or Downey.

"I had no entertainment fund," he said, answering a question from Representative Kelley. "I had no entertaining to do except when some of you members of Congress came over and asked for a drink."

Cranor said he sometimes visited Bolling's office and casually dropped a quart of liquor in his desk. He said that on several occasions when he visited Sands at the Willard Hotel business was not discussed, as the party was busy making and consuming "toddy."

Lester Slater, secretary of the Shipping Board at the time the Downey contract was let, resumed the stand for a short time. He maintained his position that the \$40,000 was not an improper fee under the circumstances, and declared that the line of credit up to \$125,000 was absolutely necessary if the Providence Engineering Corporation hoped to go ahead with the construction of the tugboats. Cranor also contradicted the testimony of Sands that he had received a part of the \$40,000 for the use of his influence in awarding the contract.

Martin J. Gillen, who for a time was a special executive assistant to John Barton Payne and later to Admiral William S. Benson, was on the stand for a few minutes to correct some minor details in the testimony he gave two weeks ago.

Mr. Gillen is preparing a plan for the reorganization of the Shipping Board. His views were requested by the Walsh committee and probably will be in their hands sometime next week. Mr. Gillen said yesterday that he had been working on the suggestions which he intends to make.

An Executor

The appointment of an executor is a very important duty. Formerly, it was the practice to pick an executor from business or social friends. Now it is a trust company often with such an individual added.

Many estates have been properly administered by individual executors acting alone, but many others have been mismanaged often to the loss and dismay of the beneficiaries. The combination of a trust company and an individual avoids any such possibility.

The Title Guarantee & Trust Company as executor brings to the management of estates a knowledge and long experience possessed by very few individuals.

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1,142 HAYTIAN DEAD IN WAR ON BANDITS

Ten Deaths Charged to Two
Marines—Rest Killed
in 298 Battles.

By the Associated Press.

PORT-AU-PRINCE, Dec. 1.—A total of 1,142 Haytians who met death since the beginning of the intensive campaign against the bandits of the island approximately two years ago was developed by the naval court of inquiry during its three weeks of hearings yesterday here into the actions of American marines in Hayti. This total includes the ten natives alleged to have been killed by ex-Corporal Freeman Lang and Sergeant Dorcas Williams.

Outside the ten deaths charged against Lang and Williams, all the dead accounted for during the hearing fell in the 298 actual battles that occurred, including the attack on Port-au-Prince in January, according to the testimony.

Although the court of inquiry naturally declined to discuss this phase, the military authorities insist that the charges of "indiscriminate killing" brought by Major-Gen. George Barnett, former commandant of the United States Marine Corps, were not justified. At the last end of the sessions Admiral Henry T. Mayo, president of the court, in questioning Lieut.-Col. Hooker of the gendarmerie, touched upon conditions during Gen. Barnett's administration. He developed testimony that the bandits then unobscured had murdered about 2,000 peaceful Haytians and had destroyed farms and tortured and mutilated prisoners and marines.

Col. Hooker's recital of atrocities, with proof in each case, revealed shocking conditions, showing that the bandits had not observed the principles of warfare.

The sum total of the testimony obtained here brought out charges only against Lang and Williams. The local newspapers are continuing to print what purports to be charges which are declared by Major Jesse F. Dyer, however, to be based wholly on rumor or hearsay, and hence not of a kind that can be presented to the court. These publications have widely agitated the natives, who claim the court has refused a sweeping investigation.

There is no doubt that the feeling in Port-au-Prince is tense, largely because of the published charges, causing the military to watch the situation closely. The natives assert that many persons with direct evidence have been intimidated, and they declare also that Americans in business here know a great deal which they are unwilling to tell the court. The Haytians generally assume there will be a Congressional investigation, before which they hope to present their grievances.

Admiral Mayo said it was not likely the court would return to Hayti. He declined to indicate the names of the witnesses to be called when the court resumes the hearings in Washington.

NAME AIR FIELDS FOR HEROES.

Philippine Grounds Honor Two Who Lost Lives.

WASHINGTON, Dec. 1.—Naming of two aviation fields in the Philippine Islands in honor of aviators who lost their lives in accidents was announced today by the air service.

The field at Pangasinan will be known as Clark Field, in honor of Major Harold M. Clark, killed in the Panama Canal Zone in 1919, while the station at Fort Mills, Corregidor Island, has been designated as Kindley Field, in memory of Capt. Field Kindley, killed at San Antonio, Tex., last February.

WALL ST. CARELESS, ARNSTEIN REVEALS

Offers Testimony of Youths
Who Handled Millions in
New York Streets.

SULLIVAN CASE HEARD

Defence Attempts to Show
Ignorance of History of
Stolen Securities.

WASHINGTON, Dec. 1.—Half a dozen of the courtiers used by Wall Street in settling daily accounts by actual delivery of stocks and bonds worth millions of dollars furnished the chief interest at today's session of the trial of Jules W. (Nicky) Arnstein and members of the bankrupt firm of D. W. Sullivan & Co. Ranging from 16 to 19 years in age, these witnesses described their routine duty of carrying securities of great value through the crowded streets of New York.

Counsel for Arnstein, Sullivan and N. S. Bowles and W. W. Easterday, all of whom are charged with conspiring to bring stolen securities into the District of Columbia, developed through cross-examination that, on reaching his destination, a broker's messenger often would thrust his packet of bonds into a clerk's window and proceed to the next office without waiting to see if they were received by the proper person. Two of the messengers, it was shown, were still employed by firms which had lost thousands of dollars because of this custom.

The Government continued to present testimony regarding the loan transactions of Sullivan & Co. Robert V. Fleming, of the Riggs National Bank of Washington, related the incidents surrounding one such transaction. Overruling objections of the defence, Justice Gould held that Mr. Fleming had qualified as a handwriting expert and permitted him to testify regarding disputed signatures of Sullivan and Bowles appearing on various documents.

WOMAN STOLE FOR BABY.

Gets One Day in Jail for Theft From Department Store.

A woman who was convicted of stealing a baby's rattle, a bib, three pairs of baby's shoes and a baby's sweater from a department store was sentenced yesterday in the Court of Special Sessions to one day in the Tombs and to pay a fine of \$25. She is Annie Weinstein, 40 years old, of 38 East Fourth street. A store detective had arrested her. The value of the goods was placed at \$31.80. Five other women received small fines and a day's jail sentence for shoplifting.

TWO HELD IN RIOT AT THE UNION CLUB

Breaking Windows With
Stones the Specific Charge.

Two men accused of throwing stones through the windows of the Union Club, Fifth avenue and Fifty-first street, during the attack by Irish enthusiasts upon a British union jack hung in front of the club, Thanksgiving Day, were held yesterday for trial in Special Sessions on charges of malicious mischief. Their bail was fixed at \$500 each.

The defendants were Michael Kennedy, 27 years old, of 100 Vandewater avenue, and Hugh O'Rourke, 26 years old, 151 West 117th street. Both were ready to furnish bail, to the effect that they were so closely pressed in the crowd that they could not get their throwing arms free to do the hurling.

Detectives John P. O'Neil of the East Twenty-second street station said, however, that he had watched the flight of a stone from the hand of Kennedy until it crashed through a Union Club window. Edgar J. Hines, clerk in the Union Club, was the formal complainant against both men. The windows broken had a value of \$150 each, he said.

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An Announcement

To the Customers of
The New York Edison Company

Permit us to announce that on and after December 1, 1920, an adjustment charge will appear on our bills to offset partly the present abnormal cost of coal. This adjustment is in accordance with our schedules relating to rates and service conditions on file with the Public Service Commission for the First District, and is made on the principle of the "sliding scale," rising or falling with any increase or decrease in the cost of coal. It will entirely disappear if and when this cost returns to the basis upon which the existing rate schedules were established.

When these schedules were adopted, we were most apprehensive of future conditions, and the right was then reserved, as is shown by the records of the Public Service Commission, to increase our rates by one cent a kilowatt hour, should conditions justify. Notwithstanding the constantly rising cost of coal, labor, and supplies, with which all are familiar, we hoped to get through the entire war and readjustment period without making any change in our schedules. This would have been accomplished as planned, probably, were it not for the abnormal increase in the cost of coal, which has now reached a point where it can be carried no longer without jeopardizing seriously the financial position of the Company.

The adjustment for low tension service is fifty one-thousandths of a cent a kilowatt hour for each increase or decrease of ten per cent above or below the average cost of coal of three dollars a ton in 1916, when the present rate schedules were adopted. The actual increase in the cost of coal in each of the ten per cent steps during the past three years has been slightly in excess of fifty-seven one-thousandths of a cent for each kilowatt hour; hence we shall continue to bear part of the increased cost of coal over the prevailing averages of 1916, and, in addition, the entire added cost of labor, material, supplies, and taxes. We shall endeavor to carry these elements of additional cost throughout the present period of readjustment, trusting that it may not be necessary to ask the Public Service Commission for any further modification of our schedules through which the cost of the service would be increased.

Under an order from the Public Service Commission for the First District, the exact cost of coal is reported from month to month, and this adjustment is covered by a monthly rider which is on file at the offices of the Public Service Commission, as well as all of the offices of this Company, where it may be consulted at any time. Upon request we shall be glad to furnish any further information desired concerning this adjustment.

It will be apparent that under the "sliding scale" principle upon which this adjustment is based, any reduction in the cost of coal will immediately accrue to the benefit of the consumer. This Company is of course in no way responsible for any of these increases in the cost of service. On the contrary, they have been largely, if not entirely, the result of the war and post-war conditions, and many were either approved or actually established by the Federal Government at Washington as a necessary feature of our part in the great war effort.

In applying the added coal cost to each kilowatt hour of the entire service of the Company, the result is spread over a very wide area. It is small as related to the kilowatt hour, and is practically negligible to a very large percentage of our customers. However small the amount, we greatly regret that any necessity to modify our schedules should have arisen, and trust that with the anticipated early return to normal conditions this element of adjustment may speedily disappear.

The foregoing announcement, based upon the schedules filed on November first in accordance with the statutes of the State, has been addressed to the customers of this Company. As required by the Public Service Commission the price of coal upon which the adjustment charge for the month of December is based, has been placed on file with the Commission and is posted in the various offices of the Company. This price averages \$8.439 a ton at tide-water, an increase of \$5.439 a ton above the average cost of coal when the present rate schedules were adopted. The amount of the coal adjustment for this month will be nine-tenths of a cent a kilowatt hour, applying however to only the December portion of the bill.

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15 KILLED IN HUNTING SEASON.

MILWAUKEE, Dec. 1.—Fifteen lives were the hunting toll in Wisconsin for the season just closed. Thirteen hunters died from gunshot wounds and two were drowned while hunting. A score or more were wounded.

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